

# BAY AREA TOLL AUTHORITY

## Regional Measure 1 Toll Bridge Projects

# Project Monitoring Program

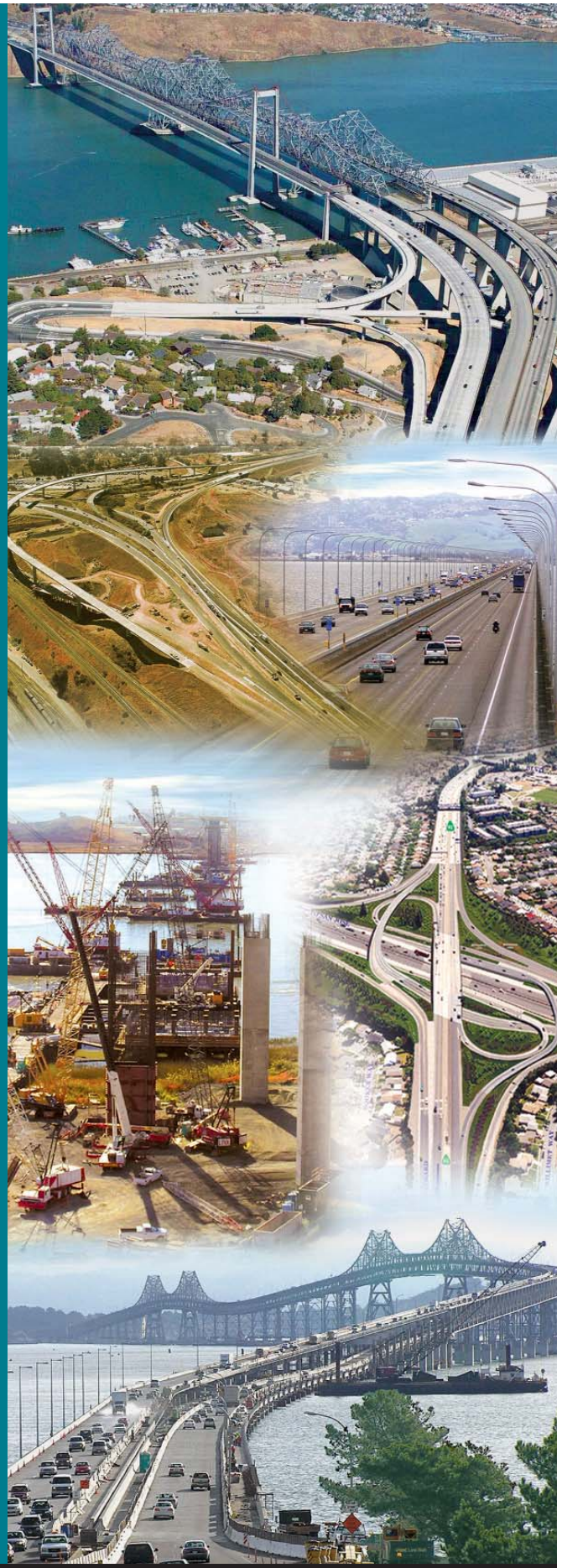
MARCH 2005 PROGRESS REPORT



**Metropolitan Transportation  
Commission**

**Bay Area Toll Authority**

Released April 2005



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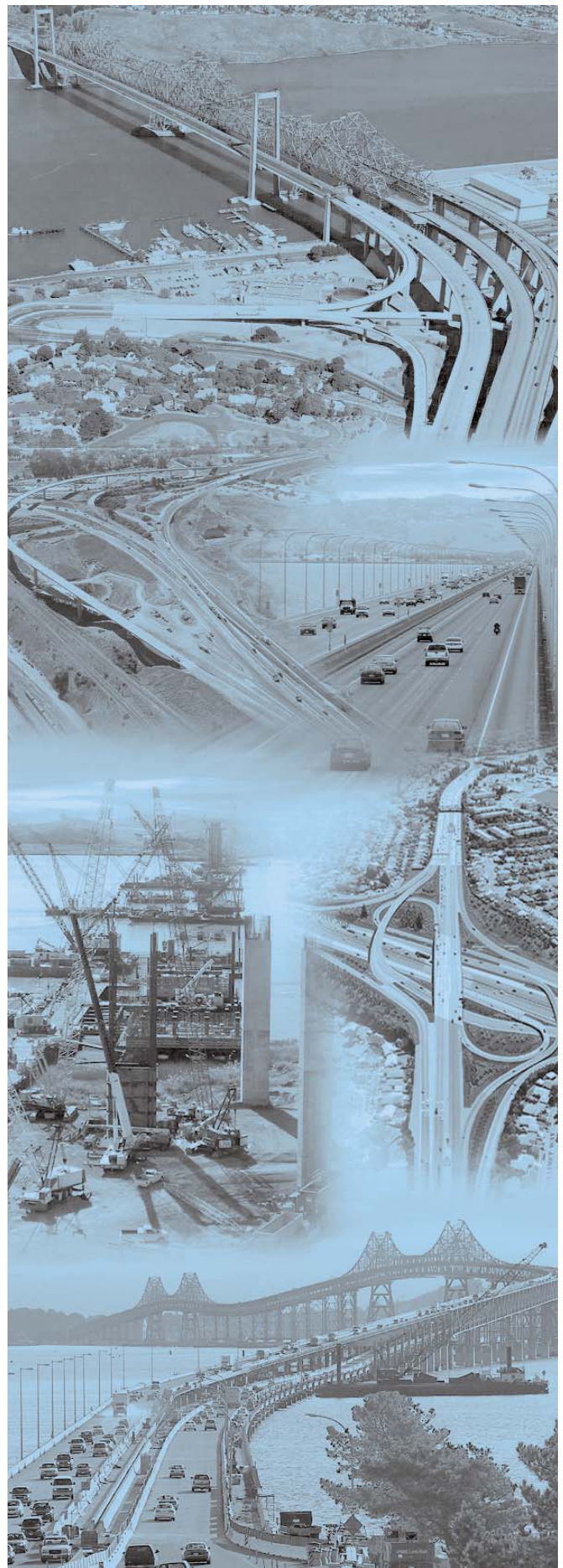
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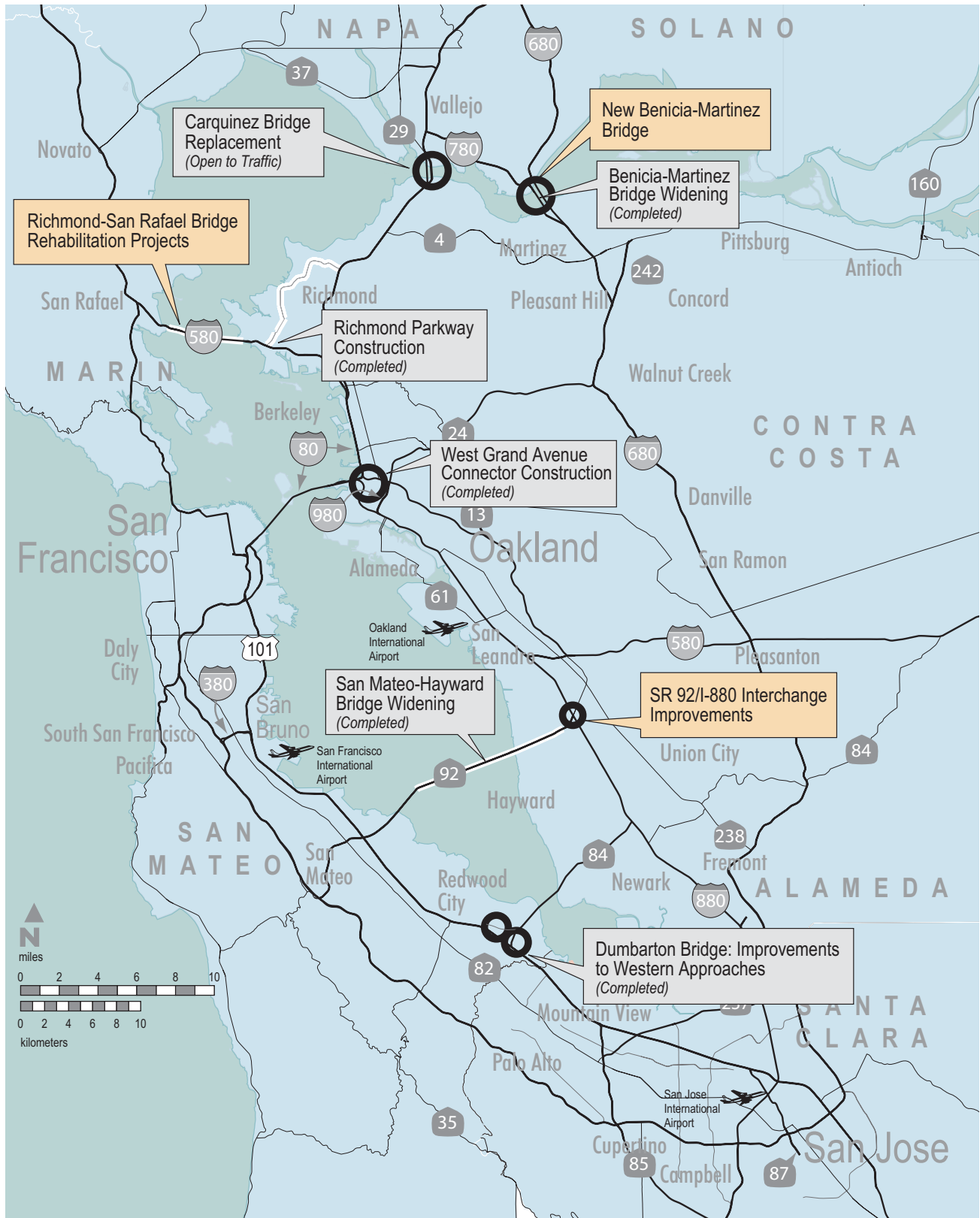
*The following information is provided in accordance with California Government code Section 7550:*

*This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.*

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



## BAY AREA TOLL AUTHORITY

### REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

#### *Northern Bridge Group Projects:*

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (open to traffic)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
  - Trestle and fender rehabilitation
  - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

#### *Southern Bridge Group Projects:*

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
  - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
  - State Route 84 (Bayfront Expressway) widening (completed).

### MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

### PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

**Legend:**

-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:  
For Cost: Project (BATA) contingency use may be required  
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:  
For Cost: Project budget change may be required  
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues












BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- As noted in prior reports, Caltrans and Bechtel have identified cost increases related to foundation pile remediation, steel escalation, superstructure construction, interface and delay issues with contiguous contracts, and Caltrans support costs. Bechtel is currently forecasting a potential \$130 million increase over the entire project, which includes an \$85 million project contingency. BATA and Caltrans are evaluating means to fund the increases and keep the project moving forward. Additional discussions can be found in the BATA Executive Director's memorandum to the BATA Oversight Committee in April.
  - On the new bridge contract, footing, column, pier table and superstructure construction continues at pier 5 on the south shore and the twelve piers in the strait. Eight pier footings are complete in the strait and three are under construction. Corrective work is completing on the pier 14 foundation piles. In the strait, four pier columns are complete and two are under construction; two pier tables are complete and one is under construction. Pier table 5 on the south shore is also complete. Superstructure segments are being cast at piers 5 and 9. To date 21 of the 344 bridge segments have been cast. A third traveler set for casting segments is being installed at pier 8. Construction continues on the south shore electrical substation.
  - On the I-680/Marina Vista interchange contract, the Mococco Overhead structure deck is complete and falsework removed. Work continues on the new mainline roadway, the onramp from Marina Vista to northbound I-680, and the three retaining walls.
  - On the Mitigation Site, mass excavation between the railroad and Industrial Way is in progress.
- 
- On the replacement bridge contract, the new bridge and pedestrian/bike path have been opened to traffic and are operational. Caltrans has accepted the contract and is the process of evaluating final claims by the contractor and the steel fabricator, and preparing the final pay estimate.
  - On the south approach and interchange contract, the I-80 Crockett Viaduct, the on-ramp from Crockett to westbound I-80, the westbound off-ramp from the new bridge into Crockett, and the eastbound off-ramp from I-80 into Crockett have been opened to traffic and are fully operational. Construction is complete for this contract and final project closeout is in progress.
  - Bids were received for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge on March 1, 2005. The apparent low bid was significantly lower than the engineer's estimate. After a pre-award meeting with the bidder to review procedures, costs and schedule, Caltrans awarded the contract on April 4, 2005.
- 
- On the trestle and fender rehabilitation contract, all piling, pile caps, pre-cast concrete deck sections and exterior and interior barrier rail are installed on the replacement westbound and eastbound trestles. The contractor is completing the punchlist items on the eastbound trestle.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
  -  Yellow = variance to current budget/schedule (trend), defined as follows:  
For Cost: Project (BATA) contingency use may be required  
For Schedule: Construction contract completion dates delayed by greater than 3 months
  -  Red = variance to current budget/schedule, defined as follows:  
For Cost: Project budget change may be required  
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles have been opened to traffic and are fully operational

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) by FHWA was completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E has been achieved. One hundred percent PS&E is currently forecast for April 2005.
- Right-of-way acquisition (ROW) is in progress.
- Construction is forecast to begin in the summer of 2006.
- The status code for the project cost is "yellow," based on forecasted cost increases for right-of-way acquisitions, escalation, and support. As the engineering design progresses, Bechtel will further review the cost estimates. The status code for the project schedule is "red," based on the currently forecasted 14-month delay to the completion date caused by the delay of the environmental approval. The project schedule will be revised after review of the completed PS&E package and right-of-way acquisition. The contract will be advertised with an A&B specification, which could reduce the construction duration

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## COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Expended To Date (7/98 - 2/05)
<b>Northern Bridge Group</b>				
New Benicia-Martinez Bridge	586.0	1,059.9	1,193.3	732.7
Carquinez Bridge Replacement	433.2	528.2	528.2	456.2
Richmond-San Rafael Bridge Rehabilitation				
➤ West Trestle and Fender Rehabilitation	45.4	94.1	94.1	75.5
➤ Deck Rehabilitation	53.4	25.0	25.0	0.7
Richmond Parkway ( <i>Non-Caltrans</i> ) <sup>1</sup>	5.9	5.9	5.9	3.9
<b>SUBTOTAL - NBG</b>	<b>1,123.9</b>	<b>1,713.1</b>	<b>1,846.5</b>	<b>1,269.0</b>
<b>Southern Bridge Group</b>				
San Mateo-Hayward Bridge Widening				
➤ Widening	203.6	217.5	211.5	208.4
➤ West Approach Replacement Planting	0.4	0.4	0.4	0.0
I-880/SR-92 Interchange Improvement	124.2	133.8	149.3	25.4
Dumbarton Bridge West Approach Projects				
➤ US-101/University Avenue Interchange Reconstruction ( <i>Non-Caltrans</i> )	3.8	3.8	3.8	3.7
➤ Bayfront Expressway (SR-84) Widening	33.8	36.0	36.0	32.8
<b>SUBTOTAL - SBG</b>	<b>365.7</b>	<b>391.4</b>	<b>400.9</b>	<b>270.3</b>
<b>GRAND TOTAL</b>	<b>1,489.6</b>	<b>2,104.5</b>	<b>2,247.4</b>	<b>1,539.3</b>

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SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Jan 2005)	New Facility Open to Traffic Forecast (Mar 2005)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 06	Jun 07
Carquinez Bridge Replacement	Jan 03	Nov 03	Nov 03
Richmond-San Rafael Bridge Rehabilitation			
➤ West Trestle and Fender Rehabilitation <sup>1</sup>	Dec 04	Feb 05	Jul 05
➤ Deck Rehabilitation <sup>1</sup>	Sep 06	Jul 07	Dec 08
Richmond Parkway ( <i>Non-Caltrans</i> )	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
➤ Widening	Dec 02	Nov 02	Nov 02
➤ West Approach Replacement Planting <sup>1</sup>	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10
Dumbarton Bridge West Approach Projects			
➤ US-101/University Avenue Interchange Reconstruction ( <i>Non-Caltrans</i> ) <sup>1</sup>	Apr 00	Apr 00	Apr 00
➤ Bayfront Expressway (SR-84) Widening <sup>1</sup>	Mar 03	Jul 03	Jul 03

<sup>1</sup> For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.



## NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

### Project Photos



*New Bridge – Pier 14 South*



*I-680 – Bent 20*



*Marina Vista – Mococco Overpass*

### Current Activities:

- On the new bridge contract, superstructure deck concrete is in place and post-tensioned from the south abutment to pier 4. Superstructure segments are being cast at piers 5 and 9. Eleven of 38 segments are complete at pier 5 and ten of 28 segments are complete at pier 9. Pier table 8 is complete; a traveler set for segment casting is being installed. Pier table 13 concrete deck construction is in progress. Seven tower cranes are installed. Pier columns 10 and 16 are being constructed. Precast footings are being constructed for piers 11 and 15 at Mare Island. A cast-in-place footing is being constructed at pier 12. Pier 6 footing was lowered onto the piles on March 14, 2005. Concrete is complete for the electrical substation.
- On the I-680/I-780 interchange contract, foundation work is underway at both bents 20 on the Benicia shoreline. Superstructure falsework, formwork and diaphragm concrete construction for I-680 northbound from abutment 23 southward, and for I-780 westbound from abutment 22 eastward, continue toward bent 20. Falsework is being erected between Bents 18 and 19.
- On the toll plaza contract, the plaza grade slab, toll booth barriers and toll booth housing concrete are complete. Tollbooth housings 12 through 17 are installed. Installation of tollbooth housings and erection of the structural steel canopy trusses continue. Conduit installation for yard lighting and control systems in the Operations Building is in progress.
- On the I-680/Marina Vista interchange contract, the Mococco Overhead deck is complete. Construction openings in the deck are being patched. Barrier rails for the Marina Vista to northbound I-680 onramp are under construction. Stem walls for retaining wall 1, between the northbound Marina Vista Exit and the south abutment, are being constructed. Backfill for retaining wall 4, adjacent the Toll Plaza, is in progress.
- The Mitigation Site project is underway. Mass excavation continues between the railroad and Industrial Way. Channel B is complete. Installation of the railroad crossing and drainage systems 2 and 4 is complete. Excavation is in progress for the petroleum lines realignment pit.

## BAY AREA TOLL AUTHORITY

## NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 - 2/05)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	6.6	-0.4	6.6	
New Bridge	247.3	644.9	685.4	40.5	453.6	A
Toll Plaza and Administration Building	22.8	24.3	25.1	0.8	16.7	
I-680/Marina Vista Interchange	43.2	51.5	55.4	3.9	44.4	A
I-680/I-780 Interchange	80.8	54.7	70.8	16.1	47.8	A
Other Budgeted Capital	28.1	30.5	33.6	3.1	5.5	A
Capital Outlay Support	78.2	155.6	176.8	21.2	120.0	A
Capital ROW	21.1	20.4	20.4	0.0	11.9	
Non-BATA Funding	0.0	33.1	33.1	0.0	26.4	
Project (BATA) Contingency	58.4	37.8	86.1	48.3		A
<b>Project Total (a)</b>	<b>586.0</b>	<b>1,059.9</b>	<b>1,193.3</b>	<b>133.4</b>	<b>732.7</b>	<b>A</b>

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
New Bridge	Jan 04	Apr 07	Jul 07	+3	
Toll Plaza and Administration Building	Feb 03	Jun 05	Nov 05	+5	
Toll Plaza Planting		Jul 05	Nov 05	+4	
I-680/Marina Vista Interchange	Dec 03	Nov 05	Nov 05	0	
I-680/I-780 Interchange	Dec 03	Jun 05	Sep 05	+3	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Jul 08	July 08	0	

**Project**

<b>New Facility Open to Traffic</b>	<b>Jan 04</b>	<b>Dec 06</b>	<b>Jun 07</b>	<b>+6</b>
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## NOTES

A. As noted in prior reports, Caltrans and Bechtel have identified cost increases over the entire project related to a number of issues, including foundation pile remediation, steel escalation, superstructure construction, interface and delay issues with contiguous contracts, and Caltrans support costs. Bechtel is currently forecasting a potential \$130 million increase over the entire project, which includes an \$85 million project contingency for future issues. Additional discussion can be found in the BATA Executive Director's memorandum to the BATA Oversight Committee in April.

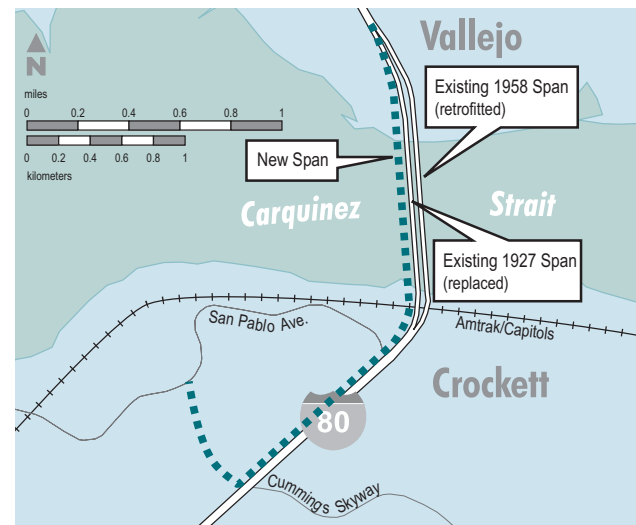
## ACTION

BATA will be requested by Caltrans to allocate \$37 million from the existing project contingency to the New Bridge, I-680/I-780 Interchange, and the I-680/Marina Vista Interchange contracts to keep the project moving forward through the end of the year. BATA and Caltrans will continue to evaluate means to fund the remaining increases and to keep the project moving forward.

## CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge has been strengthened under Caltrans' seismic retrofit program; the 1927 bridge was identified as being seismically deficient and is being replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A bicycle/pedestrian lane on the new bridge



## Project Photos



*Carquinez Bridges*



*South Approach and Interchange*

### Current Activities:

- On the replacement bridge and north approach contract, the bridge opened to traffic on November 11, 2003. The pedestrian and bicycle path opened on May 15, 2004. Caltrans accepted the contract on October 15, 2004. Caltrans is in the process of evaluating final claims by the contractor, and preparing the final pay estimate.
- On the south approach and interchange contract, the on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Rio Del Vista streets re-opened in early January 2004. The westbound off-ramp opened on April 22, 2004. The eastbound off-ramp opened on May 24, 2004. Physical contract work was completed on August 6, 2004. Caltrans accepted the contract on December 16, 2004 and submitted the final pay estimate to the contractor on February 15, 2005. Plant establishment for landscaping will occur in September 2006.
- The contract for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge was awarded on April 4, 2005. Physical work on the site will begin in April. Construction completion is scheduled for August 2007.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 - 2/05)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	251.7	254.2	2.5	253.2	A
South Approach and Interchange	116.0	73.9	73.9	0.0	68.4	A
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.9	
1927 Bridge Demolition	16.0	49.7	37.6	-12.1	0.0	B
Other Budgeted Capital	10.6	10.5	9.8	-0.6	6.5	
Capital Outlay Support	43.7	121.2	123.5	2.3	110.5	
Capital ROW	9.6	10.5	10.5	0.0	9.8	
Project (BATA) Contingency	16.5	2.7	10.6	7.9		A
<b>Project Total (a)</b>	<b>433.2</b>	<b>528.2</b>	<b>528.2</b>	<b>0.0</b>	<b>456.2</b>	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
Replacement Bridge and North Approach	Dec 03	Oct 04	Oct 04	0	Complete
South Approach and Interchange (Phase 1)	Feb 03	Nov 03	Nov 03	0	Complete
South Approach and Interchange (Phase 2)		Aug 04	Aug 04	0	Complete
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 07	Mar 07	0	
<b>Project</b>					
<b>New Facility Open to Traffic</b>	<b>Jan 03</b>	<b>Nov 03</b>	<b>Nov 03</b>	<b>0</b>	

NOTES	ACTION
A. Caltrans is in the process of resolving outstanding construction claims submitted at contract completion. Use of project contingency may be required.	Caltrans is negotiating with the contractors.
B. The demolition contract was awarded for significantly less than the engineer's estimate.	Excess allocation for the contract will be moved to the project contingency.



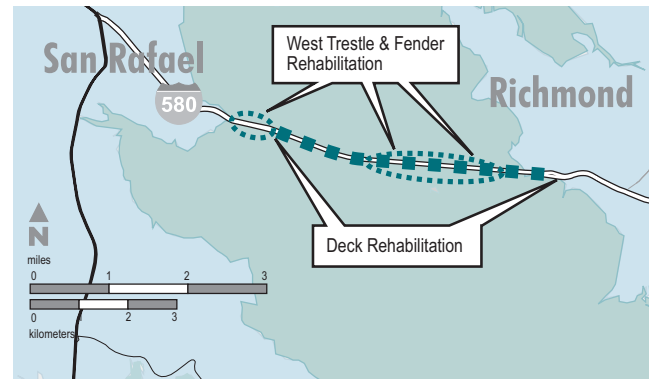
## RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



### Project Photos



*RSR Trestle – Looking East*



*Trestle – Final Deck Section Installation*

### Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet (29 bents); the eastbound trestle, serving the lower deck, is 3,635 feet (37 bents). The trestle replacement consists of installing interior and exterior piles at the mid-span of alternate existing 50-foot deck sections, installing precast pile caps on the new piles under the existing superstructure, and closing one trestle at a time at night to remove two of the existing 50-foot sections and replacing them with one new 100-foot precast section.
- On the westbound trestle, all precast deck sections have been installed, barrier rail is complete and the roadway has been profilographed. On the eastbound trestle, all precast deck sections and barrier rail have been installed. Punchlist items continue. Schedule completion for this contract is July 2005.
- In July, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing the work under a change order, the work will be completed three years earlier than originally planned. All 696 deck joints have been repaired and 30 of 60 deck sections are complete.



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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 - 2/05)	Notes
<b>West Trestle and Fender Rehabilitation</b>						
Capital Outlay Construction	33.9	57.2	57.2	0.0	39.8	A
Capital Outlay Support	5.4	2.3	2.3	0.0	1.2	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
<b>Subtotal</b>	<b>45.4</b>	<b>94.1</b>	<b>94.1</b>	<b>0.0</b>	<b>75.5</b>	
<b>Deck Rehabilitation</b>						
Capital Outlay Construction	33.0	16.9	16.9	0.0	0.0	A
Capital Outlay Support	9.0	4.0	4.0	0.0	0.7	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	0.1	0.1	0.0		
<b>Subtotal</b>	<b>53.4</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.7</b>	
<b>Project Total (a)</b>	<b>98.8</b>	<b>119.2</b>	<b>119.2</b>	<b>0.0</b>	<b>76.2</b>	
(a) Totals may be rounded						

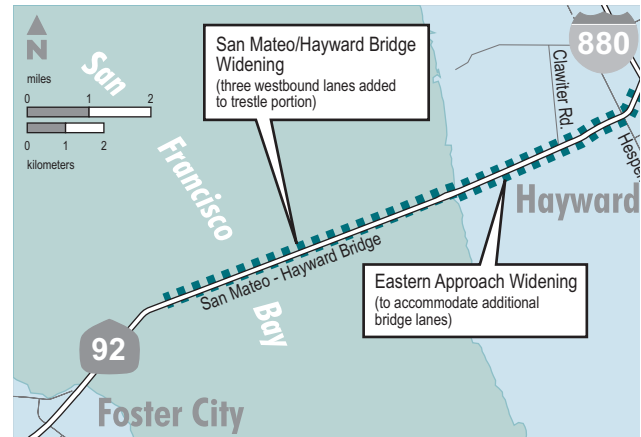
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
West Trestle and Fender Rehabilitation	Dec 04	Feb 05	Jul 05	+5	A
Deck Rehabilitation	Sep 06	Jul 07	Jan 07	-7	A
<b>Project</b>					
<b>New Facility Open to Traffic</b>					B

NOTES	ACTION
A. Scope of work and funds for the RM-1 and Rehab Programs have been consolidated between the seismic retrofit/trestle/fender/interim deck repairs/deck joint work and the deck overlay rehabilitation project.	None.
B. The existing facility remains open to traffic during all phases of construction.	None.

## SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



### Project Construction Progress and Photos



*Trestle Looking East*



*Mini Toll Plaza*

### Current Activities:

- On the bridge-widening contract, the new westbound trestle opened to traffic on November 4, 2002. The reconstructed eastbound trestle opened to traffic on January 18, 2003. Caltrans accepted the contract on March 6, 2003.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 -2/05)	Notes
<b>Widening</b>						
Capital Outlay Construction						
Widen Trestle	124.8	138.1	139.0	0.9	139.0	A
Widen Roadway	29.2	26.1	25.5	-0.6	25.5	
Construct Mini Toll Plaza	4.4	6.3	6.0	-0.3	6.0	
Other Budgeted Capital	8.9	8.6	5.5	-3.1	3.6	
Capital Outlay Support	15.5	34.4	34.7	0.3	33.9	
Capital ROW	1.5	1.5	0.5	-1.0	0.5	
Project (BATA) Contingency	19.3	2.5	0.3	-2.2		A
<b>Subtotal</b>	<b>203.6</b>	<b>217.5</b>	<b>211.5</b>	<b>-6.0</b>	<b>208.4</b>	
<b>West Approach Planting</b>						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
<b>Subtotal</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	
<b>Project Total (a)</b>	<b>204.0</b>	<b>217.9</b>	<b>211.9</b>	<b>-6.0</b>	<b>208.4</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
<b>Widening</b>					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
<b>West Approach Planting</b>					
West Approach Replacement Planting	May 08	May 08	May 08	0	
<b>Project</b>					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		Complete

NOTES

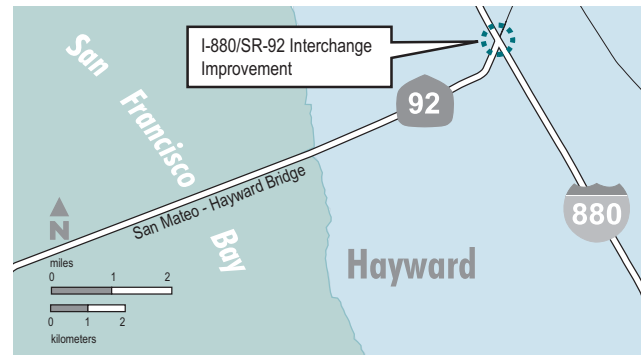
A. Final settlement of outstanding claims required utilization of project contingency.

ACTION

Caltrans has resolved outstanding claims with the contractor.

## I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



### Project Photos



*Existing Interchange; looking west*



*Alternative H Interchange; looking west*

### Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) was prepared by FHWA and completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is currently forecast for April 2005.
- Right-of-way acquisition (ROW) is in progress.
- Construction is forecast to begin in the summer of 2006.
- Based on forecasted cost increases due to right-of-way acquisitions, escalation and support, the status code for the project cost is "yellow." As the engineering design progresses, Bechtel will review the cost estimates. The status code for the project schedule is "red" due to the delayed environmental approval for the project. BATA staff is reviewing the project schedule to determine means to accelerate the project.



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I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 - 2/05)	Notes
<b>I-880/SR-92 Interchange Improvement</b>						
Capital Outlay Construction	70.3	85.2	84.7	-0.5	0.0	A
Capital Outlay Support	20.8	23.9	35.1	11.2	22.7	A
Capital ROW	8.0	9.9	9.8	-0.1	2.8	
Non-BATA Funding	0.0	9.6	9.6	0.0		
Project (BATA) Contingency	25.1	5.3	10.1	4.8		A
<b>Project Total (a)</b>	<b>124.2</b>	<b>133.9</b>	<b>149.3</b>	<b>15.4</b>	<b>25.4</b>	<b>A</b>
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10	+14	A
<b>Project</b>					
New Facility Open to Traffic	Dec 06	Jun 09	Aug 10	+14	A

NOTES	ACTION
<p>A. Later than anticipated approval of the final environmental clearance documents has delayed project delivery by 14 months. The delay has also increased the project cost due to lengthened support involvement and escalation. The forecasted schedule has an aggressive right-of-way schedule of 18 months to clear numerous parcels in the project area. The project schedule will be revised after review of the completed PS&amp;E package and right-of-way acquisition.</p>	<p>Bechtel is preparing a check estimate based on a Caltrans 65% engineering design and will be reviewing the project schedule to investigate options to expedite completion. The contract will be advertised with an A+B specification, which could reduce the construction duration.</p>



## DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



### Project Photos



*Willow Avenue at Bayfront*



*Bayfront at University Avenue*

### Current Activities:

- The widened Bayfront Expressway (SR-84) officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- The follow-on environmental mitigation contract at the Ravenswood Triangle area is complete. The work involved wetland reconstruction and habitat restoration for the salt-water harvest mouse. Plant establishment will continue through April 2007.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Mar 2005)	Current Forecast (Mar 2005)	Variance	Expended to Date (7/98 - 2/05)	Notes
<b>US101/University Avenue Interchange Reconstruction (Non-Caltrans)</b>						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
<b>Subtotal</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Bayfront Expressway (SR84) Widening</b>						
Capital Outlay Construction	24.8	26.5	26.5	0.0	24.7	
Capital Outlay Support	4.4	8.6	8.1	-0.4	7.9	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project Contingency (BATA)	3.3	0.8	1.2	0.4		
<b>Subtotal</b>	<b>33.8</b>	<b>36.0</b>	<b>36.0</b>	<b>0.0</b>	<b>32.8</b>	
<b>Project Total (a)</b>	<b>37.6</b>	<b>39.8</b>	<b>39.8</b>	<b>0.0</b>	<b>36.5</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (Mar 2005)	Variance	Notes
<b>Construction Contract Completion</b>					
US 101/University Avenue Interchange Reconstruction ( <i>Non-Caltrans</i> )	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Jan 04	Jan 04	0	Complete
<b><u>Project</u></b>					
New Facility Open to Traffic	Mar 03	Jul 03	Jul 03	0	Complete
<b>NOTES</b>			<b>ACTION</b>		

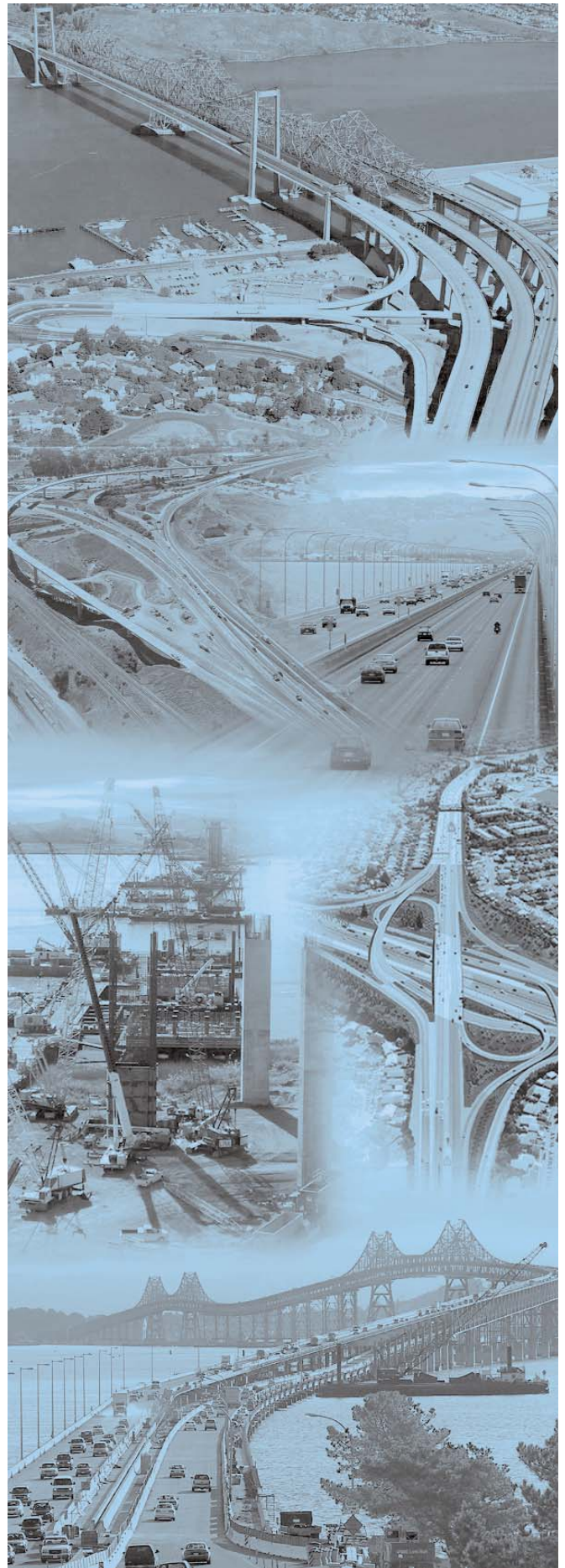


## APPENDICES

**Appendix A: Project Budget Adjustments**

**Appendix B: Current Approved Contract Change Orders**

**Appendix C: Project Cost Summary Details**



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

**Baseline Budget (June 2000):** Baseline budgets as established by BATA in June 2000 for each project within the overall program.

**Current Budget:** Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez Bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.
06/2003	Current Budget for the Bayfront Widening project revised by BATA.
05/2004	Current Budget for the Benicia-Martinez Bridge project revised by BATA.
07/2004	Current Budget for for Richmond-San Rafael Bridge project revised by BATA to reflect transfer of scope and funds from Rehab Program.
12/2004	Current Budget for demolition of the 1927 Carquinez Bridge revised by BATA.



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**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)  
FOR FEBRUARY/MARCH 2005  
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule (Days)
<b>New Bridge 04-006034</b>	80.2	Final Deductive Credit of Supplement 7 (Rock Sockets)	C	-5,987.6	
	109.2	Additional Funds for Supplement O (Pile Remediation)	C	1,500.0	
	110.3	Additional Funds for Supplement O (CJ Repair)	C	4,000.0	
	122.0	Motors on Maintenance Travelers	C	5.8	
	123.0	Extra Type 1 Hinge C & D Bearing	C	82.3	
<b>Subtotal</b>				<b>-399.5</b>	
<b>Toll Plaza 04-006044</b>	45.0	Reinforcement Mod for Bents 1,2,3 - Additional Time Adjustment	C	102.1	53
<b>Subtotal</b>				102.1	53
<b>MV/680 Interchange 04-006054</b>	21.1	Median Barrier	C	0.0	
	32.0	Electrical Systems Modifications	C	21.4	
	34.2	Additional Costs for Cellular Concrete	C	34.0	
	52.0	Waterfront Electrical Modifications	C	31.5	
<b>Subtotal</b>				<b>86.9</b>	
<b>680/780 Interchange 04-006064</b>	24.1	Sign M Relocation & Additional 2 Light Fixtures	C	37.9	
	65.0	CMS Sign Relocation	C	219.6	
	85.0	Miscellaneous Electrical	C	11.2	
	87.0	A C Price Index	C	184.6	
<b>Subtotal</b>				453.3	
<b>Mitigation Site 04-006084</b>	6.0	Temporary Railroad Crossing	C	37.7	
	7.0	Revised Elevations	C	-388.5	
	8.0	Flagging and Traffic Control	C	15.0	
<b>Subtotal</b>				-335.8	
<b>South Approach 04-006094</b>		Contract is Complete			
<b>Totals for Feb/March 2005</b>				<b>-93.0</b>	<b>53</b>

<sup>1</sup> Only approved CCOs for the month are listed in Appendix B.

<sup>2</sup> Funding Source(s)

S = Supplemental work

C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)  
FOR FEBRUARY/MARCH 2005  
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>Carquinez Bridge Replacement 04-013014</b>		Contract is complete. Resolution of contractor claims is in progress.			
<b>Subtotal</b>					
<b>Crockett Interchange 04-013054</b>	77.2	Salvage Crash Cushions	C	2.9	
	113.1	EB 80 AC Rehab Item Adjustments	C	100.3	
	113.2	DR2 Line Item Adjustments	C	69.4	
	145.1	Non-Refundable Material Compensation	C	1.6	
	149.2	Additional Pomona St. Improvements	C	30.0	
	158.2	More WB80 Temp Railing (Type K) Work	C	21.0	
	166	Crockett Viaduct Premium Time	C	27.4	
	169	More Preparation of C&H Parking Area	C	12.0	
	174	Deletion of Plant Establishment Work	C	-5.8	
	176	TIA #21 - Miscellaneous Deferred Time	C	320.3	
	179	WB Crockett On-Ramp Sink Hole Repair	C	10.6	
<b>Subtotal</b>				<b>589.8</b>	
<b>Maintenance Facility 04-013084</b>		Contract is complete			
<b>Subtotal</b>					
<b>Demolition 1927 Bridge 04-013094</b>		Contract is in the bid evaluation pre-award stage			
<b>Subtotal</b>					
<b>Totals for February/March 2005</b>				<b>589.8</b>	

<sup>1</sup> Only approved CCOs for the month are listed in Appendix B.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

## BAY AREA TOLL AUTHORITY

## APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

**Definitions:**

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)							Note
EA Number	Baseline Budget Jun-00	Current Budget Mar-05	Current Forecast Mar-05	Net Change	Expended <sup>1</sup> to Date (7/98 – 2/05)		
Northern Bridge Group							
Project 2003 – New Benicia-Martinez Bridge							
South Approach							
Capital Outlay Support	00609x	3.5	3.6	3.7	0.0	3.7	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.3	
Capital Outlay	006094	6.0	7.0	6.6	-0.4	6.6	
Total South Approach		16.5	18.4	18.0	-0.4	17.5	
New Bridge							
Capital Outlay Support	00603x	31.9	84.9	98.0	13.1	58.2	
Capital Right of Way	006039	4.1	8.4	8.5	0.0	1.0	
Capital Outlay	006034	247.3	644.9	685.4	40.5	453.6	
Non-BATA Funding		0.0	10.1	10.1	0.0	10.1	
Total New Bridge		283.3	748.4	802.0	53.6	522.9	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	11.9	14.3	2.4	12.3	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	24.3	25.1	0.8	16.7	
Total Toll Plaza & Admin.		29.1	36.2	39.4	3.2	29.0	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	18.2	20.6	2.4	17.7	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	2.0	
Capital Outlay	006054	43.2	51.5	55.4	3.9	44.4	
Total I-680/MV I/C		61.4	71.7	78.0	6.3	64.0	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	24.8	28.2	3.3	23.6	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.6	
Capital Outlay	006064	80.8	54.7	70.8	16.1	47.8	
Non-BATA Funding		0.0	23.0	23.0	0.0	16.3	
Total I-680/I-780 I/C		101.2	104.3	123.7	19.4	89.3	

<sup>1</sup> Unaudited

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Mar-05	Current Forecast Mar-05	Net Change	Expended to Date (7/98 - 2/05)	Note
<b>Project 2003 - New Benicia-Martinez Bridge (cont'd)</b>							
<b>Other Budgeted Capital</b>							(a)
Capital Outlay Support		7.1	12.1	12.0	-0.1	4.4	
Capital Right of Way		0.9	0.5	0.5	0.0	0.1	
Capital Outlay		28.1	30.5	33.6	3.1	5.5	
<b>Total Other Budgeted Capital</b>		<b>36.1</b>	<b>43.1</b>	<b>46.1</b>	<b>3.0</b>	<b>9.9</b>	
Total Capital Outlay Support		78.2	155.6	176.8	21.2	120.0	
Total Capital Right of Way		21.1	20.4	20.4	0.0	11.9	
Total Capital Outlay		428.2	813.0	876.9	63.9	574.5	
Non-BATA Funding		0.0	33.1	33.1	0.0	26.4	
Project Contingency (BATA)		58.4	37.8	86.1	48.3		
<b>Total New Benicia-Martinez Bridge</b>		<b>586.0</b>	<b>1,059.9</b>	<b>1,193.3</b>	<b>133.4</b>	<b>732.7</b>	
<b>Project 3002 - Carquinez Bridge Replacement</b>							
<b>Replacement Bridge and North Approach</b>							(b)
Capital Outlay Support	01301x	17.7	66.8	68.7	1.8	67.7	
Capital Right of Way	013019	3.0	3.4	3.4	0.0	3.3	
Capital Outlay	013014	213.7	251.7	251.7	0.0	253.2	
<b>Total Replacement Bridge and North Approach</b>		<b>234.4</b>	<b>321.9</b>	<b>323.8</b>	<b>1.8</b>	<b>324.2</b>	
<b>South Approach and Interchange</b>							(c)
Capital Outlay Support	01305x	22.7	31.5	32.2	0.7	31.8	
Capital Right of Way	013059	5.0	5.1	5.1	0.0	4.9	
Capital Outlay	013054	116.0	73.9	73.9	0.0	68.4	
<b>Total South Approach &amp; I/C</b>		<b>143.7</b>	<b>110.4</b>	<b>111.1</b>	<b>0.7</b>	<b>105.1</b>	
<b>Maintenance Facility Phase I &amp; II</b>							(d)
Capital Outlay Support		0.7	4.5	4.5	0.0	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.5	
Capital Outlay		7.0	8.1	8.1	0.0	7.9	
<b>Total Maintenance Facility Ph I &amp; II</b>		<b>9.3</b>	<b>14.2</b>	<b>14.2</b>	<b>0.0</b>	<b>13.9</b>	
<b>Demolition - 1927 Bridge</b>							
Capital Outlay Support	01309x	2.0	16.0	16.0	0.0	5.3	
Capital Right of Way	013099	0.0	0.3	0.3	0.0	0.0	
Capital Outlay	013094	16.0	49.7	49.7	0.0	0.0	
<b>Total Demo - 1927 Bridge</b>		<b>18.0</b>	<b>66.1</b>	<b>66.1</b>	<b>0.0</b>	<b>5.3</b>	

Notes

- (a) Includes EA 00601\*, 00608\*, 0060A\*, 0060C\*, 0060E\*, 0060F\*, 0060G\*, 0060H\*
- (b) Includes EA 00453\*, 01301\*, 01303\*, 01304\*
- (c) Includes EA 01302\*, 01305\*, 04700\*
- (d) Includes EA 00607\*, 01308\*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Mar-05	Current Forecast Mar-05	Net Change	Expended to Date (7/98 - 2/05)	Note
<b>Project 3002 - Carquinez Bridge Replacement (cont'd)</b>							
<b>Other Budgeted Capital</b>							(e)
Capital Outlay Support		0.6	2.4	2.2	-0.2	1.3	
Capital Right of Way		0.0	0.1	0.1	0.0	0.0	
Capital Outlay		10.6	10.5	9.8	-0.6	6.5	
<b>Total Other Budgeted Capital</b>		<b>11.2</b>	<b>12.9</b>	<b>12.0</b>	<b>-0.8</b>	<b>7.8</b>	
Total Capital Outlay Support		43.7	121.2	123.5	2.3	110.5	
Total Capital Right of Way		9.6	10.5	10.5	0.0	9.8	
Total Capital Outlay		363.3	393.8	383.6	-10.2	335.9	
Project (BATA) Contingency		16.5	2.7	10.6	7.9		
<b>Total Carquinez Bridge</b>		<b>433.2</b>	<b>528.2</b>	<b>528.2</b>	<b>0.0</b>	<b>456.2</b>	
<b>Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation</b>							
							(f)
Capital Outlay Support	0438Ux	5.4	2.3	2.3	0.0	1.2	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	57.2	57.2	0.0	39.8	
Non-BATA Funding		0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
<b>Total R-SR Bridge - West Trestle and Fender Rehabilitation</b>		<b>45.4</b>	<b>94.1</b>	<b>94.1</b>	<b>0.0</b>	<b>75.5</b>	
<b>Project 4002 - Richmond-San Rafael Bridge - Deck Rehabilitation</b>							
Capital Outlay Support	04152x	9.0	4.0	4.0	0.0	0.7	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	16.9	16.9	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	0.1	0.1	0.0		
<b>Total R-SR Bridge - Deck Rehab</b>		<b>53.4</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.7</b>	
<b>Richmond Parkway (Non-Caltrans)</b>							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	3.9	(g)
<b>Total Richmond Parkway</b>		<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>3.9</b>	
<b>Total Northern Bridge Group</b>		<b>1,123.9</b>	<b>1,713.1</b>	<b>1,846.5</b>	<b>133.4</b>	<b>1,269.0</b>	

Notes

(e) Includes EA 01306\*, 01307\*, 0130A\*, 0130C\*, 0130D\*, 0130F\*, 0130G\*, 0130H\*, 0130J\*, 0130X\*

(f) Includes EA 04382\*, 04383\*, 0438U\*

(g) Total reimbursements made to the City of Richmond for current allocation.



## BAY AREA TOLL AUTHORITY

## Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Mar-05	Current Forecast Mar-05	Net Change	Expended to Date (7/98 - 2/05)	Note
<b>Southern Bridge Group</b>							
<b>Project 6004 - San Mateo-Hayward Bridge Widening</b>							
<b>Widen Trestle</b>							
Capital Outlay Support	04501x	7.9	21.3	21.6	0.3	21.4	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	138.1	139.0	0.9	139.0	
<b>Total Widen Trestle</b>		<b>132.7</b>	<b>159.4</b>	<b>160.6</b>	<b>1.2</b>	<b>160.3</b>	
<b>Widen Roadway</b>							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	25.5	-0.6	25.5	
<b>Total Widen Roadway</b>		<b>34.5</b>	<b>32.0</b>	<b>31.4</b>	<b>-0.6</b>	<b>31.4</b>	
<b>Construct Mini Toll Plaza</b>							
Capital Outlay Support	04502x	1.7	2.4	2.4	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.0	-0.3	6.0	
<b>Total Mini Toll Plaza</b>		<b>6.1</b>	<b>8.6</b>	<b>8.4</b>	<b>-0.3</b>	<b>8.4</b>	
<b>Other Budgeted Capital</b>							
Capital Outlay Support		1.6	4.7	4.7	0.0	4.2	(i)
Capital Right of Way		0.5	1.5	0.5	-1.0	0.5	
Capital Outlay		8.9	8.6	5.5	-3.1	3.6	
<b>Total Other Budgeted Capital</b>		<b>11.0</b>	<b>14.8</b>	<b>10.7</b>	<b>-4.1</b>	<b>8.3</b>	
Total Capital Outlay Support		15.5	34.4	34.7	0.3	33.9	
Total Capital Right of Way		1.5	1.5	0.5	-1.0	0.5	
Total Capital Outlay		167.3	179.1	176.0	-3.1	173.9	
Project (BATA) Contingency		19.3	2.5	0.3	-2.2		
<b>Total San Mateo-Hayward Bridge Widening</b>		<b>203.6</b>	<b>217.5</b>	<b>211.5</b>	<b>-6.0</b>	<b>208.4</b>	
<b>San Mateo-Hayward Bridge - West Approach Replacement Planting</b>							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
<b>Total SM-H Bridge West Approach Replacement Planting</b>		<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	

## Notes:

(h) Includes EA 04501\*

(i) Includes EA 00305\*, 04504\*, 04505\*, 04506\*, 04507\*, 04508\*, 04509\*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Mar-05	Current Forecast Mar-05	Net Change	Expended to Date (7/98 - 2/05)	Note
<b>I-880/SR-92 Interchange Improvement</b>							(j)
Capital Outlay Support	23317x	20.8	23.9	35.1	11.2	22.7	
Capital Right of Way	233179	8.0	9.9	9.8	0.0	2.8	
Capital Outlay	233174	70.3	85.2	84.7	-0.5	0.0	
Non-BATA Funding		0.0	9.6	9.6	0.0		
Project (BATA) Contingency		25.1	5.3	10.1	4.8		
<b>Total I-880/SR-92 I/C Improvement</b>		<b>124.2</b>	<b>133.8</b>	<b>149.3</b>	<b>15.5</b>	<b>25.4</b>	
<b>Dumbarton Bridge West Approach Projects</b>							
<b>US101/University Avenue Interchange Reconstruction (non-Caltrans)</b>							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
<b>Total US-101/University Avenue</b>		<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Bayfront Expressway (SR-84) Widening</b>							(l)
Capital Outlay Support	00487x	4.4	8.6	8.1	-0.4	7.9	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.5	26.5	0.0	24.7	
Project (BATA) Contingency		3.3	0.8	1.2	-0.4		
<b>Total Bayfront Expressway (SR-84)</b>		<b>33.8</b>	<b>36.0</b>	<b>36.0</b>	<b>0.0</b>	<b>32.8</b>	
<b>Total Southern Bridge Group</b>		<b>365.7</b>	<b>391.4</b>	<b>400.9</b>	<b>9.5</b>	<b>270.3</b>	

**Notes:**

(j) Includes EA 01601\* and 01602\*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511\* and 01512\*

**General Notes:**

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.



Appendix D – Benicia Construction Photos



*New Bridge – South from I-680 North*



*New Bridge – North from Pier 8*



*New Bridge – Pier 5 to Pier 4*



*New Bridge – Setting Pier 12 Precast Footing*



*New Bridge – Pier 13 Pier Table Construction*



*New Bridge – Pier 14 Pile Remediation*



Appendix D – Benicia Construction Photos (cont'd)



*New Bridge – Pier 16 Column Construction*



*New Bridge – Pier 17 Column Construction*



*I-680 North – Superstructure Construction*



*I-680 North – Superstructure Construction*



*I-680 North to I-780 West – Superstructure Construction*



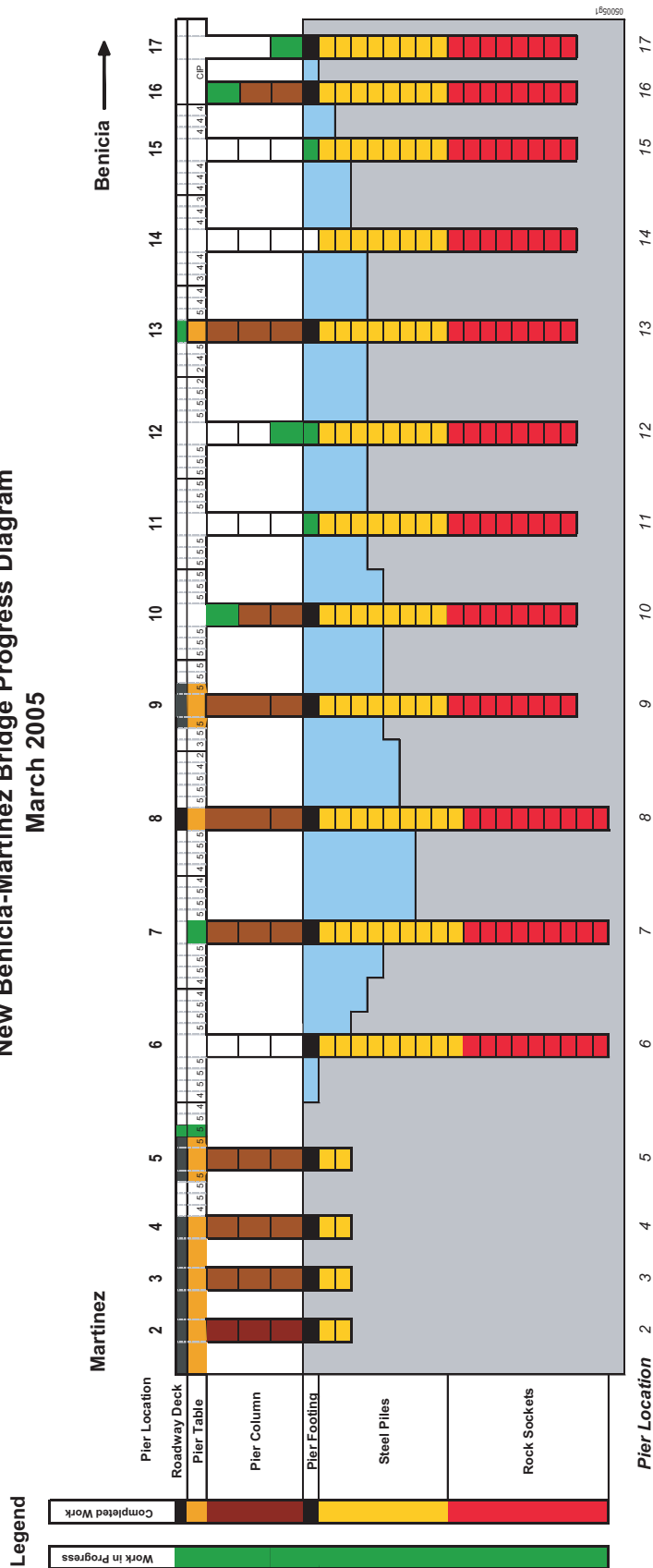
*I-680 North to I-780 West – Superstructure Construction*



# Appendix E - Construction Progress

## New Benicia-Martinez Bridge Progress Diagram

March 2005



## Construction Illustrations

